## SPORTING TALK OF INTEREST.

POSSIBLE DEALS FOR BASEBALL PLAYERS THAT ARE PENDING.

Collins May Be Traded to New York Americans-Talk of Exchanging Kelley. Huggins and a Pitcher for McGann, Gilbert and Bresnahan of Nationals

When the baseball magnates get together next week they may close several inportant deals for players. For some time there have been plenty of rumors in circulation, othing definite has been announced. As the Boston Americans have signed Chick Stabl to manage the Hub team next season. it remains to be seen whether James Collins, the star third baseman and former manager. will be retained or not. nes not stand high in the estimation of Boston fans and it is generally believed that an attempt will be made to trade him.

According to common report the New York and Philadelphia Americans would like to secure Collins, providing his physical condition is pronounced all right by com-perent experts. Not long ago it was said that he Boston club had offered Collins and Second Baseman Ferris to New York in exchange Conroy and Williams, but the local club's officials promptly entered a denial. It is believed, however, that if the Boston club will accept two other men, Collins will come o play under the leadership of Clark wiffith, in which event the Americans would have the greatest infield in the country in thase, Williams, Elberfeld and Collins.

If no deal is made by New York for Collins he may be traded to the Philadelphia Amerians for an outfielder and a pitcher, as Connie Mack wants the Hub star to fill the vacancy at third base caused by the release of Lave cross. Griffith has been working the wires ever since the season closed to secure a new pitcher or two and from present indications he will be successful, although the clever manager will not talk for publication. Possibly Case Patten of Washington is one the twirlers, as Manager Cantillion is quoted as saying that he may trade Patten to New ork for Delehanty and one of the young boxmen Griffith secured from the minor

leagues last year. Napoleon Lajoie of the Clevelands has placed himself on record to the effect that Fimer Flick will not be traded, but he is reputed to be after a couple of members of the Detroit team, Hugh Jennings, who will manage the Detroits, is believed to be ready make a thorough overhauling of the team. It is a notable fact, by the way, that the American League clubs are not talking of selling players to one another for cash, but are merely anxious to make exchanges that are calculated to bolster up weak points:

In the National League there is also much

talk about deals. While it is known that the New York club would willingly pay big money for Jordan and Lumley of Brooklyn, it is hardly probable that Ebbets would consent to such a deal. That would be sure to burt the business at Washington Park next season. But as Manager McGraw is anxious o strengthen his former champions, local changes. In Cincinnati they are talking of a proposed deal by which Joe Kelley, Huggins and a pitcher may be handed over to New York for McGann, Gilbert and Bresnahan. It s said that when Seymour was sold to New York last summer some sort of an agreement was reached between Brush and Herrmann by which Bresnahan would become a member of Hanlon's team. But as Bresnahan is one of McGraw's right hand men, it seems hardly probable that the popular catcher will be allowed to get away. William Murray, the new manager of the Philadelphias, who is rapidly recovering from an attack of typhoid sible, and so does Fred Tenney, the manager of the Boston tailenders. The public is far more interested in deals for ball players than n political squabbles among the club owners.

Because of his present serious illness, Terry McGovern's match with Young Corbett which was to have been decided in one of the Philadelphia clubs shortly, was declared off yesterday by Terry's manager, who has given up all hope of fitting the unfortunate pugilist for another mill. Corbett, who is training faithfully at present, may be induced to take a crack at Tommy Murphy, the Harlem

Jack Johnson may meet for the "heavyweight championship" in a limited round bout at Los Angeles has caused a verbal outbreak from will fight either Burns or Johnson to a finish. side bet that he can beat Burns in another mill and that he will agree to a winner take all clause in the articles of agreement. The match by agreeing to take on the colored man, and incidentally says that the latter, as a fighter, is a huge joke. In Los Angeles porting men say that a Burns-Johnson mill would draw a bigger house than another battle between Tommy and the Philadelphian, who as a talker has caused many persons to believe that in this respect he has Jim Corbett, Tommy Ryan and Kid McCoy beaten a city block. O'Brien, by the way, is nursing broken nose and is carrying one arm in a aling as a result of his recent encounter with

Joe Gans has arrived at Tonopah, Nev. to begin training for his finish fight with Kid Herman to be held there on New Year's Day. Herman has been working at the scene of the battle for several weeks. The men will battle for a \$20,000 purse and have agreed to scale 133 pounds, ringside. It is reported, however, that Gans may not be able to make this weight, in which event he will forfeit \$2,000 and tip the beam at 136. Gans will enter the ring an overwhelming favorite, but Herman will have plenty of backers.

Because of a decision of the Missouri Supreme Court, which sets forth the fact that wagers registered by telephone in Kansas or another State are not illegal under the enti-pool selling law, it is declared that an attempt will be made in the spring to reoper the St. Louis and Kansas City tracks. Gov. Fold, however, says that if an amendment to the present law is necessary to cover the new scheme of the bookmakers, he will make a recommendation to the Legislature. This new ruling is the result of an appeal from a edecision in a lower court, the result of a test wase. A race was run at the Kansas City track one day last year and a bookmaker who received wagers telephoned the amounts to a partner over the State line. He was andicted, convicted and sentenced.

Just at present the best jockeys at the Fair Grounds, New Orleans, are James Henmessy, Garner, McDaniel and Nicol. nessy is riding successfully for Fred Burlew and Frank O'Neill, who have a string of thirtybix horses on the grounds, the best of the being the Whitney cast off, Juggler. So Jar Burlew and O'Neill head the list of winning owners with about \$6,000 to their credit; A. C. McCafferty, who has the former Belmont filly Glamor, being second. Other notable riders at the Fair Grounds are Mountain. Aubuchon, Morris, Austin and Troxler. Noter and Englander will begin riding there

Before leaving for California Jockey Miller signed a new contract to ride for the Newcastle Stable next year at an increased salary The owners of this powerful stable are said to have won big money in wagers this year, as they played Miller's mounts from start

Turfmen say that the heaviest individual winner on the local tracks this years was Al Dryer, a close friend of John A. Drake and John W. Gates, who flushed the campaign about \$200,000 ahead of the game.

## Pavonia Y. C. Election

The Pavonia Yacht Club elected the follow Ine Pavonia Yacht Club elected the following officers at its annual meeting on Tuesday night at the clubhouse in Bayonne: William E. Throne, commodore; A. Schneider, vice-commodore: Frank Baker, rear commodore; Dr. G. W. Mellor and John Wilson, secretaries; Claude Harz, treasurer: L. J. Lambley, measurer: Dr. William Parker, fleet surgeon, and William D. Salter, Occar Voight, James E. Gatchel and H. A. Ockerhausen, directors.

# POMMERY "Sec" AND "Brut"

THE STANDARD FOR CHAMPAGNE QUALITY. The Best Champagne

that Care, Experience and Money can Produce.

AUTO SHOW RUNS SMOOTHLY

EXPERIENCED MEN NOW ATTEND-

ING TO SALES.

More Comfort for Spectators Than at Pre

vious Exhibitions-Women Show Their

Knowledge of Mechanism-Harry

Payne Whitney's Racer Arrives.

Everything in connection with the seventh

annual exhibition of the Automobile Club

of America at the Grand Central Palace was

running as smoothly last night as though

the show had been under way for three

weeks instead of three days. Barring

few of the inexperienced and youthful en-

thusiasts among the stand attendants

whose voices were scarcely audible, every

one seemed to be happy. It is a noticeable

fact that at the annual automobile shows in

this city, it is the younger ones of the sales

men who do the most talking about their

cars during the first two or three days of the

show, while the older men do not appear

to take much interest in affairs until Wednes-

majority of those who visit the show on the

opening night and the first couple of days

are shoppers, pure and simple, or if intend-

ing purchasers, that they will come back

again in a day or two. They accordingly

save their voices and strength for the latter

part of the shows and thus are able to actu-

ally land more customers than their harder

The aeronautical exhibit of the Aero

Club of America on the seventh floor is

growing more popular every day and is

visited by an increasing number of curious

ones each day. For the first day or so there

seemed to be a sort of inclination on the

There are more seats scattered among

Sixty-ninth Regiment Armory. These seats

are popular, too, especially during the late

afternoon and along toward closing time at

night. In the afternoon there is many a

family party which starts upon the rounds

of the exhibits which is depleted through

whose energies halt before the demands of

accept seats at some booth where they are

Joe Tracy, who won the elimination

of the many conversations he had over-

One of the notable things in connection

with this show has been the comparative absence of reports of demonstrators being

and avenues of this city, and were arrested

The first reported instance of a demon

strator who was connected with this show being arrested was heard yesterday when

the news began to spread that George Jones had been stopped as he was leaving Central Park in his Compound on Tuesday

afternoon. Three prospective purchasers two from Utics and one from Cleveland

were with Jones at the time and as he turned

were with Jones at the time and as he turned into Fifth avenue a mounted policeman rode up to Jones and arrested him. He was charged with driving without a State license, using a fictitious number and exceeding the speed limit. Magistrate Moss threw out the first two charges which were proved false, but held Jones in \$100 bail for speeding. His case will be heard in the Court of Special Sessions.

Percy Payne Lewis has purchased the

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Percy Payne Lewis has purchased the Argus show chassis and intends to have a racing body fitted to it as soon as he can obtain possession of it, which will be next week. It is reported that he will enter his car in several of the events in the Ormond Beach carnival in Florida next January, but has not yet decided whether to drive it himself or secure the services of a professional race driver.

Harry Payne Whitney's Brasier racer arrived at the building late last night and aroused a great deal of comment, as it is the only foreign racing machine on exhibition. In a way this car is a sort of mystery, as the owner and the men in charge of the booth where it is shown do not seem to agree as to its exact identity. When Mr. Whitney had the trim looking little machine down on the Vanderbilt cup course on Long Island a few weeks ago he said that it was the 105 horse-power racer that Baras has driven in the Grand Prices of the baras has driven in the Grand Prices the Auto-

on Long Island a few weeks ago he said that it was the 105 horse-power racer that Baras has driven in the Grand Prix of the Automobile Club of France and with which the fastest round of the race was made. The men in charge of the booth where it is shown declare that the car is the one that Thery drove last year when he won the race for the Bennett trophy over the Auvergne Circuit in France. The horse-power of the car that Thery drove was announced as 80.

Among the visitors yesterday were

The older men have found that a great

day of each week.

working juniors.

Floor."

known.

Francis Draz & Co., Sole Agents U. S., 24 Hudson St., N. Y. City

SALE ENDS WITH BARGAINS. In Nine Days 1.018 Horses Sell at Auction

for \$425,505. The Old Glory sale of horses which the Fasig-Tipton Company has been conducting in the Madison Square Garden for nine days ended last night. In all 1,013 head passed under the hammer, and the total realized was \$424,505, being an average of \$419 each. This is considered good and quite up to the record of previous sales. The horses sold were only an ordinary lot and there were few stars among them to swell the average

It might have been called bargain day esterday. In all 102 head were sold for \$18,700, averaging \$164.70. During the day only brought more than \$400. These Merrymaster, by Quartermaster, who sold for \$950; Las Vegas, by Forkhurst, who sold for \$785, and Finan Star, by Conquest Star, whose selling price was \$500. Those who were looking for fair horses to sell again next spring were able to pick up many a good one whose price will be wonderfully increased after a winter's rest and when there is a demand for a road horse.

In the sale yesterday there were two old

show ring stars. Mollie, a trotter with un-known breeding, was once the property of the late C. F. Bates and with her mate was sold for \$4,000. She is in foal to Austral and all she fetched was \$85. The other was Glorious Onnie, formerly owned, as the name would Onnie used to be Glorious Bonnie's show ring tandem leader and in 1901 this pair won a first at the national show, a first at the Brockton show and reserve at the Boston show. George A. Eaton secured this cast offfor \$65. Mr. Lawson said he paid his weight in silver for him.

ton show and reserve at the Boston show. George A. Eaton secured this cast offor 365. Mr. Lawson said he paid his weight in silver for him.

Lord Lawson of Dreamwold, by Baron Wilkes, a gelding that has made a trial in 2:18 and only 5 years old, sold for \$200. He was a bargain. A bay colt, 3 years old, by Meldo, dam Princess Monarch, was knocked down for \$190. A pair, Nellie and Dick, with plenty of action, showy and with speed, brought only \$300. A handsome pony only 36 inches high and 4 years old brought \$110.

After the big catalogue had been worked through a supplementary one was started, and in this second list \$190 was the highest price paid for a horse, Max Medium, by Starin Medium, brought \$180, and Restless, by Stranger, sold for \$140. These two were consigned by Mindert Starin. Hattie and Harry, sent to the sale by W. S. Silver of this city, sold for \$350. Both are by Allerton.

When the sale ended harness, whips and other small stock were disposed of at small prices. The summary of those that brought over \$400 follows:

Merrymaster, 2:074, blk, m., 8, by Quarter-

Merrymaster, 2:074, blk. m., 8. by Quarter-master, dam Beatrice, by Foxwood; J. H. Scott, New York city Las Vegas, b. g., 4. by Forkhurst, dam Que-rida by Bona Fide; J. Hackerman, Pater-son, N. J....

son, N. J.

Finan Star, br. h., 8, by Conquest Star, dam
Oriva by Electricity; R. Ferguson, New
York city. The total for the day for 102 head was \$16,700.
The grand total for 1,013 head was \$424,505, averaging \$419.

ANOTHER ARMORY FOR TENNIS.

Brig.-Gen. Edward F. Duffy Opens Sixtyninth Courts for Tournaments.

Indoor lawn tennis received considerable mpetus when Brig.-Gen. Edward F. Duffy. the commander of the Sixty-ninth Regiment, issued orders that the splendid new armory of the regiment at Twenty-seventh and Lexington avenue be made available for the use of the leading players. His opening of the armory makes it possible to bring about the plans that have been cherished in some quarters for some time as to the holding of an open metropolitan championship indoors which will attract the foremost players of other cities, and such a tournament will probably be held in January.

tarday that he fawared the use of the armory for such a gentleman's game as tennis. He stood against the use of all armories for sports which ofttimes resulted in the abuse of the building and the property. Gen. Duffy said that at the suggestion of Louis J. Grant, the Police Department attorney, he had been only too glad to issue the order, for he had

the Police Department attorney, he had been only too glad to issue the order, for he had striven for the upbuilding of sports among the men of the regiment since his entering it as a private of Company E in 1867 up to his election as Colonel in April, 1898.

The first informal meeting of those interested in the plans for match and tournament play was held yesterday in the office of Frederick B. Alexander, 30 Pine street. Louis J. Grant and Wylie C. Grant were present and the first call for players upon the new indoor courts was sent out. Among these are: Holcombe Ward, ex-national; Harold H. Hackett, Cecil De Mille, Herbert L. Westfall, James B. Cushman, Arthur T. Friedman, Hugh Tallant, Thomas C. Trask, J. Q. A. Shaw, Oviedio M. Bostwick, Dr. Augustus Wadsworth and G. Lorraine Wyeth. The formal meeting for the election of officers to govern the play in the Sixty-ninth armory will be held on Saturday afternoon.

From the plans already formulated a series of challenge matches will be at once instituted. Among the clubs and organizations that will be asked to contest are: The Seventh Regiment, Twenty-third Regiment, Height's Casino of Brooklyn, New York Lawn Tennis Club, West Side Lawn Tennis Club, Kings County Lawn Tennis Club and the Brooklyn Lawn Tennis Club and the Brooklyn Lawn Tennis Club. The matches will hold the courts Tuesdays. Tharsdays and Saturdays of each week except in the case of tournaments.

In the late winter Mrs. Barger-Wallach.

ments.
In the late winter Mrs. Barger-Wallach is planning to again hold special tournaments for women in the St. Nicholas Rink, with possibly one or two events for the foremost men experts as she did two years ago. By the first of the new year it is predicted that a regular series of tournaments will fill all of the indoor courts.

SIX DAY CYCLISTS DETAINED. Something the Matter With the Eyes of Two French Entries.

Emil and Leon Georget, the French bicycle riders who came to this country to enter the six day bicycle race which begins at Madison Square Garden next Sunday night may not be permitted to land. They are detained at Ellis Island because it is thought detained at Ellis Island because it is thought that they have trachoma, and in any case will be held several days. The team got here last Saturday on La Lorraine in the second cabin and were held up by the immigration surgeons who examined them on the ship. They have been under observation ever since because the doctors say that there is something the matter with their eyes.

Millionaire Rivals in Paterson Poultry Show PATERSON, N. J., Dec. 5.-W. K. Vanderbilt and Walter P. Bliss are apparently neck and neck in the White Rock and White Crested Black classes in the local poultry show. Some of the birds shown by Bliss have already taken prizes in London and New York. One of his Polish birds has been commented on favorably by the bird fanciers of all sections

favorably by the bird fanciers of all sections of the country who are here, and experts believe that the Bernardsville millionaire has it on Vanderbilt's Deepdale farm stock.

The poultry show which opened last night has been attended by great numbers throughout the day. The importance of the show is indicated by the fact that there are more in the White Rock class here than were shown in the Madison Square Garden show. The exhibits here will continue until Saturday. Prizes will be awarded beginning to-morrow.

Hockey practice for the Columbia squad began yesterday morning at St. Nicholas Rink, when fourteen men reported. Five men of when fourteen men reported. Five men of last year's varsity squad were out. They were Capt. D. Armstrong, L. Bartow, G. M. MacKenzie, K. Easton, and R. M. Miller. Others who reported were H. B. Taylor, J. C. MacKenzie, G. R. Gillies, G. Edgar, L. Kistler, A. T. Hopping, H. Palmer, G. H. Borchardt and C. B. Kinz.

Several games will be played before the opening of the intercollegiate season, including contests with the Hockey Club of New York, the St. Nicholas Skating Club, the New York Athletic Club and the seven of Company K, Seventh Regiment.

August Belmont, Mr. and Mrs. August Belmont, Jr., Peter Cooper Hewitt, Ogder Mills, Mr. and Mrs. Charles Childs, T. Suffern Tailer, Gen. Horace Porter, Frank W. Savin, Henry G. Trevor, William Jay Schiefelin, Schayler Schieffelin, Colgate Hoyt, Mr. and Mrs. Ralph N. Shainwald, and Frederick Edey.

NOTES OF AUTO SHOW.

Food for thought to many and food for gossig to all at the auto show was the open challeng issued by Henry Ford in defence of his sensa tional creation—the \$500 Ford four cylinder run about. That it will be taken up by some the concerns who manufacture cars listing at less than \$1,000 could not be ascertained definitely but the general opinion was that it would. In this event the contest, the like of which has never before occurred, should attract attention all over the country. Nine tests are named in Ford's challenge, which embody practically all the hardships that can be encountered by the motorist. The last one suggested is a corker and characteristic of the man who made it. Presuming that the contestants had successfully manouvred through the tests he suggested in his challenge, Ford calls for a drive to the finish over the Catskills, to be kept up until all but one car breaks down. Nam ing such severe conditions is another way of pub licly proclaiming his faith in his product, for the car that can go through such a gruelling must be out of the ordinary.

Society Row is the name given to the aisle at the show in which Rainier and others are exhibiting. The passageway there being fairly wide and some of the most important exhibits of automobiles being displayed on either side account for this, The Rainler space, one of the largest in the palace. is conspicuous by the number of well known people who stop there and leisurely examine the new models. They all show their admiration of the models. They all show their admiration of the finish and general equipment by which these cars are recognized, the Rainler Road Racer particularly, with its racy lines, catching the eye. Among other seen at this exhibit yesterday were R. Guggenheim. Charles Lanier and Col. J. J. Astor, Col. Star-buck, president of the New York Air Brake Complaced his order for a landaulet similar to ne of the show cars.

There are no radical changes in the 1907 Cleve land, which is shown at the stand of E. B. Gallaher Those that have been made are more in the nature of refinement and a betterment of details. Ar improvement has been made in the mechanism for advancing and retarding the spark of the ignition system. Instead of four rods or bars which carry the arms of the operating cams of the spark advance a single rotating shaft is sub-stituted. This shaft has four worms about an inch and a half long and a spark advance operating gaged in these worms. The rotating bar by carrying the worms is moved by bevel gears at the rear end and are of course controlled by the spark lever on the throttle wheel through these beve gears. The result obtained by this bar is greater accuracy and a material simplifying of the mechanism controlling the spark advance. Two extra seats are carried in the tonneau of the new model, giving the car a seven passenger capacity

model, giving the car a seven passenger capacity.

Of the four cylinder types shown at the Rambler probably the most popular is the car they call their Model 24. The motor in this car marks a new era in gasolene eng ine design and every part is accessible from the side, nothing from below. The crank case opens from the side, a single plate giving access to the entire crank and cam shafts with all their bearings and adjustments. There is no sub-frame, the motor being suspended directly from the main frame; therefore there is no interference by frame members, and ine motor is as convenient of access as though on a stand or bench. The transmission gear is an entirely new design of the sliding type and is built integral with the propellor shaft and housing, the only universal joint being a double one between motor and transmission gear. Ed H. Stroebel, chief adviser to the King of Siam, is one of those who has placed an order for Rambiers. Mr. Stroebel's car is to be fitted with a special runabout body and a rumble seat. part of visitors to neglect the balloons, and so the show committee had a balloon basket suspended over the middle of the centre aisle on the main floor. The basket has an anchor hanging at one side and a big coil of rope on the other and a sign is hung from it which reads: "Aero Club Exhibits 7th the exhibitors' spaces this year than there were at the club's show last winter in the

The Traction Tread Tree Company, one of the concerns that was unable to secure space at the palace show, is fairly well represented nevertheless. J. D. Prince resorted to the happy expedient of equipping one of the show cars at the Conover exhibit with a set of the 1907 tires. The combination is working out satisfactorily and it great measure accounts for the extra pressure at this stand. the desertion of the matron of the party

one of the best organized forces at the show is that of the Maxwell-Briscoe Motor Company. A system is in operation whereby an expert from each of the various departments is always on hand to attend to any question that may arise in his particular branch of the business. Some of the staff at the exhibit are: Benjamin Briscoe, president; J. D. Maxwell, vice-president, and P. D. Dorman, secretary of the company. In the sales forces are Col. K. C. Pardee, A. B. Barkman, C. W. Kelsey, W. H. Webster, G. P. McGowen and W. Le and the company of the company of the company of the more friviolous spectators. These cardboard false faces with holes cut for the nose and eyes produce a most ludicrous appearance when worn. before the others have had their fill of sightseeing. The tired mothers of families, their grown up daughters or sons gratefully Joe Tracy, who won the elimination trials to select the American team in the Vanderbilt cup race last September with his Locomobile racer, was at the show yesterday afternoon and had a few observations to record on the fair visitors to the building. He said that he had noticed a number of instances where some girl in her early twenties actually knew more about the mechanism of some big high

A chassis of their 1907 model and a 1906 West-inghouse limousine, which it is stated has travelled 15,000 miles without one cent being spent for re-pairs, makes a most interesting exhibit at the stand of the Société Anonyme Westinghouse of Havre about the mechanism of some big high powered machine than did the voluble of the Société Anonyme Westinghouse of Havre and Paris. The chassis is one of the most beautiful on view and is constantly surrounded by a percent of interested visitors. A parisble piectically driven air compressor suitable for public and private garages for inflating tires is being demonstrated at this exhibit. powered machine than did the voluble salesman who was so very anxious to explain all the good points who was interested in. Tracy said he had always been rather sceptical regarding the assertion that there were many girls who really knew something about the way the modern power driven vehicles were constructed, but said he had been converted by some of the many conversations he had over-"We have been exceptionally well pleased with

"We have been exceptionally well ple ased with the reception accorded our new models. In fact, it is far better than any of us had anticipated." The foregoing remarks were made by L. A. Hopkins, the New York manager for the American Mors. when asked what progress had been made. This car is being exhibited for the first time. It is manufactured by the St. Louis Car Company, whose reputation as hulders of street cars is worldwide. The American Mors is an exact replica of the French Mors. The St. Louis Car Company controls the patents for this country. of the many conversations he had overheard.

When he is not driving a racing machine Tracy puts in part of his time as a consulting engineer for automobile concerns, and is of course very much interested in everything new in design and construction. While Tracy is known to most of the New Yorkers who are stationed at the various stands, there are many of them who do not know him by sight, and there are very few of the out of town men that know the Locomobile pilot personally. So on his rounds of the building Tracy has been hugely amused by some of the things these enthusiastic young men have told him about motors, transmissions and other mechanical details of an automobile.

Tracy said that he thought the star of this aggregation was a young man at one Percy Owen is all smiles at the space occupied

Percy Owen is all smiles at the space occupied by the Aerocar display. He is particularly elated at the way in which the new water cooled Aerocar has caught on and is already figuing how he can divert an extra allotment to the Eastern territory, of which he is the general sales manager. A polished chassis of the newcomer occupies the centre of the stage at this booth disclosing to the admiring crowds its many good points. It is fitted with a four cylinder 40 porse power motor, water cooled, which is conspicuously free from rods, wires, valves and the multitude of parts found on so many machines.

Constant demonstrations of the Diamond Quick Detachable Tire on the Marsh rim draw crowds to the space occupied by the Diamond Rubber Company. In two hours last night a tire was taken off and put on with this rim eighty-one times in the regular course of demonstrating, no special effort for speed being made. Tracy said that he thought the star of this aggregation was a young man at one of the foreign car exhibits. He could tell a fine story about his car, unless his auditor was thoughtless enough to interrupt him, when he would have to start all over again. As an example of a living phonograph, Tracy is willing to back this youth against all comers.

Baby Reo in its new 1907 dress, patterned exactly to one-eighth in power and weight of the 1907 Reo touring car, ranks among the unique and pleasing novetites at the show. This midget car has a two eyinder horizontal opposed motor, detachable rear seat and is in every respect a perfect minature reproduction of the 18-20 horse-power touring car. It was built entirely by hand at the factory of the Reo Motor Car Company and is absolutely the smallest perfect working automobile in the world. It can be seen working under its own power at the Reo booth. absence of reports of demonstrators being arrested for exceeding the speed limits. At most of the former shows it was the practice of the factory men to bring along with them as demonstrators, the men who made up the testing forces of their various factories. These testers are in the habit of driving as fast as they dare, and as many factories are located in small towns where they are allowed to speed almost at will, they found great difficulty in driving at the decorous rate prescribed for the streets and avenues of this city, and were arrested

"Six cylinders equal to eight cylinders." Those who desire to know how this remarkable siunt is possible should visit the E. H. V. Company's booth at the Palace show and examine the new six cylinder car which has been placed on exhibition.

The latest accession to the Dragon forces is Harry Rawle, late of the United States Navy and now superintendent of the Dragon factory at Philadelphia. He is tickled with the outlook and high tension popularity that are coming the Dragon's way. He will remain until the close of the show.

Yesterday afternoon Prof. R. C. Carpenter of Cornell University read a paper on "The White Steam Car" before the American Society of Mechanical Engineers, who are now holding their annual meeting in this city. Prof. Carpenter dwelt particularly on the high efficiency of the White system, exceeding that obtained in the largest power plants in the country, and he pointed out the complete novelty of the White generator as compared with all other steam making devices.

BLOW TO HEAT BETTING.

American Trotting Congress Rules That Horses Need Not Be Driven Out. CHICAGO, Dec. 5 .- With the adoption of the new rules at the biennial session of the Amer-

ican Trotting Congress heat betting on harness races may practically be considered a thing of the past, as rule 70, which provide that every horse in every heat must be driven that every horse in every heat must be driven up to the finish under penalty, was abolished. This practically gives the driver the preference of winning or losing any heat he pleases, providing he shows an intention of winning the race. Of course this liberal provision will he a measure be modified by the fact that all races will hereafter end at the fifth heat and the distance flag be brought nearer, as per the provision of the newly adopted rule, which reads as follows:

which reads as follows:
In all heat races at a mile, over mile tracks, sixty
yards shall be the distance, except when eight or
more horses start in a heat, then eighty yards shall
be the distance. In all heat races at a mile over
half mile tracks eighty yards shall be the distance, except when six or more horses start in a heat,
then 100 yards shall be the distance.

The report to a licensed starter.

tance, cacept when six of more morses start in a neat, then 100 yards shall be the distance.

The rule in regard to a licensed starter which has been in vogue during the last season was formally adopted.

The board of appeals of the association met yesterday to consider 200 cases. The board convened in open session in the morning and heard from persons who had information to offer concerning the cases under consideration. The open session continued until late in the afternoon, when the board went into executive session. Although none of the cases considered was said to be of importance, Secretary Knight said the board would be unable to announce any decisions to-day. The board may find it necessary to hold a session to-morrow.

Select and Secure.

The guaranteed mortgages we offer are selected with great care. They represent loans made by the Title Guarantee & Trust Company, as Investment for its own funds, upon New York City property, and no loan is made by that company until its expert lawyers have made an exhaustive search and become so satisfied with the validity of the title that the company is

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HENRY FORD TO SERVE ON BOARD OF MOTOR PARKWAY.

American Motor Car Manufacturers Appoint Him as Their Representative
-No Plans Made for Contest Next Year -Long Island Club Holds Banquet.

Henry Ford of Detroit was named as the representative of the American Motor Car Manufacturers' Association on the board of directors of the Long Island Motor Parkway, Inc., at a meeting of the A. M. C. M. A. committee of management held yesterday at the offices in the Spalding Building. The idea of the motor highway was strongly indorsed by the association and many of its members will subscribe to the stock and bonds of the project. The matter of shows was the subject for much discussion and it was the unanimous opinion that the selection of a date for the show six weeks earlier than usual had proved beyond all argument to have been wise move. Never before, it was declared. has there been such an attendance at an automobile show as at the Grand Central Palace. agents. The variety of cars exceeds anything that has ever been seen before in one building in this country.

The members of the executive committee of the National Association of Automobile Manufacturers held their regular meeting yesterday afternoon in the association's offices in the Transit Building. Contrary to expectations, the report of the contest committee on the replies received from memhera in answer to the letter sent out asking for opinions regarding a contest for year was not ready. They had found that it will be necessary to hold at least one more meeting to discuss the matter before making a report, and may hold two meetings between ow and the time of the annual meeting of the N. A. A. M., which will be held in this city on Wednesday, January 16, at 11 o'clock in the morning. It is likely that this meeting will be held at the Victoria Hotel, but the meeting place has not been definitely decided upon as yet. The meetings of the board of directors and the executive committee will also be held that day. The contest commit-tee is to hold a meeting in this city on Decem-

The Long Island Automobile Club's annual banquet, given last night at the clubhouse in Brooklyn, was the most successful of the sequence, of which it was the sixth. Beginning at 6 o'clock the annual election was held. At 7 o'clock the president declared the polls closed, the new officers unanimously elected, and invited the club members and pitality. This club is and always has been a "home club," its members preferring to dine at home rather than elsewhere. Brooklyn has but one "truly rural" toastmaster, and he is Charles Jerome Edwards club tressurer. balloon expert and the hero of accidents without number. None but Mr. Edwards could have so fittingly introduced Colgate Hoyt, president of the Automobile Club of America: Jefferson De Mont Thompson, hairman of the A. A. A. Racing Board; Alfred Wilmarth, the retiring president; William P. Richardson, the newly elected presiding officer; S. B. Stevens, president to be of the New York Motor Club, and A. R. Pardington, the second vice-president of the Long Island

Motor Parkway. None but Mr. Edwards could have done justice to the ceremony attendant upon the presentation of the numerous club trophies. With joke, story-and reminiscence he presented to H. M. Burns the "mileage mug" donated by John H. Emanuel, Jr., a, retiring director. To D. C. Lefferts he handed the touring trophy for driving his car in no less than eleven States. To the new president he tendered the attendance award, offered by A. R. Pardington. Once he faltered when he came to presenting the president's cup. This trophy has taken the title of the president's cup because it was the original gift of the president. As Mr. Edwards is the winner this year, he prevailed upon the retiring president to make the presentation. Following the dinner an excellent vaudeville entertainment was provided.

The London, England police have gotten over their leniency with the automobilists of the British metropolis and have become more strict in regard to the omnibus traftic and permitting fantastic speeds, cumbersome forms of vehicles and nerve shattering motors. In Paris it is generally considered that the autobus is in an exceedingly elementary state, and that changes must be made before it becomes a really serviceable vehicle. The chief danger lies in the tendency of the autobuses to skid sideways on greasy or slippery pavements when the brakes are applied. So far the devices to prevent skidding have proved of little worth. An accident occurred recently on one of the London bridges, and though the cause is nowhere clearly defined, it seems reasonable to suppose it was brought about by the enemy of all self-propelled machines—the fatal side skid. In the instance in question the omnibus mounted the footwalk and came in collision with the railing, barely escaping a plunge into the Thames.

Though a few California motorists will fourney East to attend one of the two New York automobile shows or the one to be held in Chicago, it seems likely that the automobile show to be held in Los Angeles, January 21 to 28, will prove very popular. Sixty-five different makes of machines are represented in southern California, and all of them will have space at the show. With the addition of the exhibits of tires and other accessories this will make quite a brave showing. The committee in charge will have more than 30,000 square feet of space to allot.

As nature failed to provide man with eyes in the back of his head, and as man, at least of the automobiling type, finds that he needs them badly, a New York firm has stepped into the breach with a device to do the work. The the breach with a device to do the work. The occupants of a car can see what is com ng up on them from behind without twisting around and losing sight of what is getting into the way in front, and as long as the driver does not get mixed up as to which is the front and which is the back, he is safe all around. The instrument consists of a mirror in a substantial frame, carried by a bracket attached to any suitable part of the car. It is particularly suitable for limousings and other types of closed body cars, in which it is difficult to get a view of the rear.

Announcement was made last night by the exhibition committee of the Automobile Club of America that the eighth annual automobile show would be held in Grand Central Palace during the latter part of 1907. Next year's show will be like all of the club's previous exhibitions, an unrestricted exhibition of automobiles and accessories, open to manufacturers from all parts of the world. This announcement, it was explained by Secretary S. M. Butler, was not because the present show has proved such a great success, but to assure independent dealers that the Automobile Club of America will remain in the field until such a time as restricted shows in New York have become a thing of the past.

LIPTON CUP WILL STIMULATE RACING NEXT YEAR.

New Class of 15 Footers Will Probably Race for the Trophy-Plan Is to Interest Owners With Moderate Means-Rules Will Be Formed for Clipper Dories.

In order that plans for the next yachting season might be fully discussed and that the nembers of the different yachting clubs that have headquarters on Gravesend Bay might know just what is being done the executive committee of the Yacht Racing Association of Gravesend Bay called a meeting of yachtsmen on Tuesday evening. They met at the Assembly in Brooklyn and it is very probable that next year's yachting will be even more successful than the season just closed. The championship emblems were presented the owners of the Sakana. Soya and Beta and then next year's sport was discussed W. H. Childspresided, and he asked what was being done in each class. It developed that the three new 27 footers, Jigstep, Crescent and Sue, would be in commission and would race and that some of the older boats would be out. It was learned that a new boat was

race and that some of the older boats would be out. It was learned that a new boat was building for Class 0, the 22 footers, and that it was possible that more would be turned out before the season opened. This class is one that will be raced in the Hampton Roads, regattas in connection with the Jamestown Exposition and the prize is a cup offered by King Edward VII.

It was announced on behalf of the Crescent Athletic Club that Sir Thomas Lipton had given a cup for racing on Gravesend Bay and that he had offered the prize to stimulate interest in the smaller classes and get men interested in the sport. The conditions to govern racing for that cup had not been framed, because the Crescent men wanted to learn what classes were likely to fill well and would then offer the prize where it would do the most good. Several yachtsmen at once announced that they had their eyes on that cup and would build in the class for which it was offered.

A class that found favor with many was for 15 footers measured under the rule. Henry J. Gielow submitted a model and designs for one of these boats. It is really a little Effort in model, and became popular at once, it is 26 feet overall, 18 feet on the waterline, 6 feet 10 inches beam and 5 feet draught and spreads 460 square feet of canvas. This boat has a small cabin with 3 feet 8 inches head room, and on each side of this cabin is a transom 22 inches wide and 6 feet 5 inches long. Commodore Allerton of the New York Canoe Club announced his willingness to build in this class, and others followed his example. There is also a great probability of some Crescent men building these boats, and if Sir Thomas agrees the Lipton cup will be for the 15 foot class.

The cup has been offered to help the sport is the beat way possible. To do this certain

men building these boats, and if Sir Thomas agrees the Lipton cup will be for the 15 foot class.

The cup has been offered to help the sport in the best-way possible. To do this certain limitations must be put on the boats and there must be a limit to the amount of money the owners may spend on them. The sport has been injured because wealthy men have spent an unlimited amount of money on their boats, and consequently kept them in better racing condition than the man of moderate means could. To stop this there will be restrictions as to the number of suits of sails allowed a year, the number of times a boat can be hauled out to clean, no hollow spars will be allowed and no professionals. With ten boats built in this class the Lipton cup to race for, and going to the boat scoring the most points in the season, there should be lots of fine racing on the Lower Bay.

A committee was appointed to frame rules for a class of so called clipper dories. The Bensonhurst Yacht Club had several of these boats built last season from designs by Charles D. Mower. They are not recognized under the regular classification and the committee is to devise certain rules and get the class properly recognized by the different clubs. It is probable that this class will zrow considerably before the season opens, as many yachtsmen are thinking of building.

There will be another meeting held in February, when the plans outlined on Tuesday evening will be perfected.

SOPHOMORES WIN RACE. anders Leads Class Team to Victory in Columbia Cross-County Run.

The sophomores won the interclass crossountry championship of Columbia vesterday afternoon in a four and a half mile race on Riverside Drive. Benton Sanders, '09, won the race, covering the course in 22 minutes 45 seconds, and beating Ferris Hetherington, as many men as it wished and the first four men in each class to finish were counted the score: 1909 took first, third, fourth and eighth places, making their score 16. The 32 points of the juniors were made up of fifth, sixth, seventh and fourteenth places: 1907 had 34 points with second, ninth, tenth and thirteenth places: 1910 was away in the rear with twelfth, fifteenth, twenty-second and points. The finning class gets a cap with the names of its point winners engraved on it and these men will receive their numerals.

After the race Benton Sanders, '09, was elected captain of the cross-country team for next season. Sanders came in eleventh in the intercollegiate race at Princeton last week, and has easily outclassed very other man at Columbia this year.

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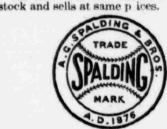
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Haynes, \$1,250; Fifty Thomas, \$900; Berg Limousine, \$1,200; Rainier, \$1,200; Cleveland, \$1,100; Panhards, \$1,200 to \$4,200; 1906 Pope-Toledos, \$450\$500; \$1,200 to \$4,200; 1906 Pope-Toledos, \$450\$50,200; \$1,200; another, \$450; Winton, \$250; Northern, \$200; Maxwell Touring, \$750; 1906 Pope-Hartfords, \$1,550 \$1,550; 1906 Locomobile, complete, like
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